

Minimum Safety Requirements for UPRR Contractors

Union Pacific Railroad

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Minimum Safety Requirements for UPRR Contractors

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The Union Pacific Railroad is committed to providing the safest workplace possible for, not only our own employees, but also the Contractors employees. Adherence to these minimum safety requirements, plus additional instructions at the job site, will help to ensure an injury-free project. The railroad employee in charge is authorized to take any actions necessary to prevent injuries to any person, damage to railroad property, disruption of railroad operation, and the safety of the public.

1.0 General Safety Requirements

The safety of personnel, property, rail operations, and the public is of paramount importance in execution of the work pursuant to this agreement. The terms Contractor, Contractor-in-Charge and Contractor Employees as used in this document refer to all Employees of the contractor as well as all Employees of any subcontractor.

The Contractor shall be responsible for the safety of his workers and subcontractors in compliance with Federal, State, and Local Regulatory Agencies including but not limited to the Occupational Safety Health Administration and the Federal Railroad Administration. As reinforcement and in furtherance of overall safety measures to be observed by the Contractor (and not by way of limitation), the following special safety rules shall be followed:

The Contractor shall keep the job site free from safety and health hazards and ensure that its Contractor Employees are competent and properly trained in all safety and health aspects of the job. Specifically, the Contractor must ensure that:

The Contractor shall have proper first aid supplies available on the job site and someone trained as a 1st responder so that prompt first aid services can be provided to any person that may be injured on the job site.

The railroad is promptly notified of any reportable injury (as defined by the U. S. Occupational Safety and Health Administration) to an employee that occurs during the performance of work at the job site.

The railroad is promptly notified of any damage to railroad property.

Contractor Employees do not use, be under the influence of, or have in their possession any alcoholic beverage or illegally obtained drug, narcotic, or other substance while on railroad property.

All waste is properly disposed of in accordance with applicable federal and state regulations.

No open fires are permitted on railroad property.

All contractors vehicles stop at all railroad crossings to ascertain the way is clear.

Seat belts must be worn on vehicles and equipment so equipped.

All service vehicles and fuel trucks must be equipped with an audible backup warning device, fire extinguisher and first-aid kit.

Headlights must be turned 'on' when operating motor vehicles on Railroad property. In addition, four-way flashers must be turned 'on' while operating in intermodal facilities. It is permissible to turn headlights off when stopped on railroad property at night to prevent "blinding" other personnel working in the same area.

Strobe lights on fuel trucks shall be illuminated when operating on Railroad property and while fueling equipment; and service trucks equipped with strobe lights shall be illuminated while servicing equipment.

Always keep vehicles a safe distance away from the outside of the rail, and **DO NOT** park vehicles or equipment foul of a railroad track.

Contractor-In-Charge or Contractor Employees will notify UP representative of any hazardous material spill observed in their work area. Any spill from a locomotive or car is to be reported immediately.

Contractor Employees will participate in and comply with any job briefings conducted by the Railroad Representative. During these briefings, the Contractor and the Railroad Representative will specify safe work procedures, the potential hazards of the job, and Emergency Response Procedures. If any participant has any questions or concerns about the work, he/she must voice them during the job briefing. Additional job briefings will be conducted during the work as conditions, work procedures, or personnel change.

Contractor and Contractor Employees must take every precaution to prevent injury to themselves, other employees, and the public.

All track work performed by the Contractor meets the minimum safety requirements established by the Federal Railroad Administration's Track Safety Standards 49CFR213.

All excavations, holes and trenches are protected to prevent injuries to other workers, railroad employees or the public.

Ensure that the Union Pacific policy of NO SMOKING on company property is enforced.

All Contractor and Contractor Employees must comply with the following safety procedures when working around any railroad track:

Always be on the alert for moving equipment. Contractor Employees must always expect movement on any track, at any time, in either direction.

Do not step or walk on the top of the rail, frog, switches, guardrails, or other track components.

In passing around the ends of standing cars, engines, roadway machines or work equipment, leave a minimum of 20 feet between yourself and the end of the equipment. Do not go between pieces of equipment if the opening is less than 100 feet as a minimum.

Avoid walking or standing on a track unless authorized by the Railroad Representative.

Before stepping over or crossing tracks, look in both directions first.

Do not sit on, lie under, or cross between cars except as required in the performance of your duties and only when equipment has been protected against movement and authorized by the Railroad Representative.

No tools or materials are left close to the track when trains are passing.

All Contractor Employees comply with all Federal, State and local regulations concerning Workplace Safety.

All Contractor Employees must have and be wearing a badge or readily shown identification showing employment with the Contractor.

1.1 Regulatory Training Requirements

The railroads insist on 100% training compliance that is required by all Federal, State and Local Safety Regulations depending on the scope of the work. Contractors must be aware of, understand and comply with ALL Federal,

State and Local Workplace Safety Regulations, including, but not limited to, the following:

- **Fall Protection**

The contractor must ensure that its employees comply with fall protection requirements contained in:

- FRA's Bridge Worker Safety regulations 49 CFR 214, Subpart B when working on railroad bridges, and
- OSHA's Fall Protection regulations 29 CFR 1926, Subpart M when working on all other elevated structures.

The contractor must review the fall protection plan with the railroad's employee in charge before commencing work.

- **Confined Spaces**

The contractor must ensure that its employees comply with OSHA's Confined Space regulations 29 CFR 1910.146. If it will be necessary to enter or work in a confined space (permit-required or non-permit required), the contractor must review the confined space entry plan with the railroad's employee in charge. Examples of confined spaces on Railroads are:

- Sanitary and storm sewer systems
- Sand towers
- Underground utility vaults
- Boilers
- Pipe/utility tunnels
- Enclosed railroad cars (covered hoppers, tank cars, etc.)
- Pits

In addition, the contractor must:

- Obtain any available information regarding permit-required confined space hazards and entry operations from the railroads entry supervisor.
- Coordinate entry operations with the railroads Employee In Charge, when both railroads employees and contractor personnel will be working in or near the permit-required confined spaces, so employees of both the railroad and the contractor do not endanger each other.

- **Tunnel Safety**

Prior to working in any railroad tunnel, the contractor must review the specific tunnel safety plan with the railroad's employee in charge. The contractor must anticipate that employees may be required to wear respirators while working in the tunnel. Therefore, the contractor's employees should be medically cleared and fit-tested for the appropriate respirators prior to commencing work.

The contractor's employees must participate in all job briefings pertaining to their work in the tunnel and comply with instructions given in the job briefings.

- **Excavation Work**

The contractor must ensure that all employees comply with OSHA's Excavations regulations 29 CFR 1926, Subpart P. If it will be necessary to work in or around an excavation, the contractor must review the excavation safety plan with the railroad's employee in charge prior to commencing work.

- **Hazardous Chemicals**

In accordance with the Hazard Communication Standard (HCS) issued by the Occupational Safety and Health Administration (29 C.F.R. Part 1910.1200), the UPRR has developed and implemented its Hazard Communication Program. At the specific UPRR facilities where potentially hazardous chemicals may be present, the UPRR maintains a copy of its Hazard Communication Written Plan ("Written Plan") which, among other things, includes a list of the hazardous chemicals that may be present at the facility involved and the availability of Material Safety Data Sheets (MSDS). The Written Plan is available for review by the Contractor and any of its officers, employees and agents.

The Contractor shall determine if the Work to be performed by Contractor under normal conditions or in a foreseeable emergency will expose the Contractor, its officers, employees or agents to any hazardous chemicals on UPRR property as listed in the Written Plan and if so shall (1) review the Written Plan for the specific facility involved, and (2) inform its officers, employees and agents of such hazardous chemicals and that they may review the UPRR's Written Plan and obtain copies of applicable MSDS.

The HCS also requires that the parties to this Agreement exchange MSDS, as well as any additional information about precautionary measures necessary to protect both parties' employees where exposure may occur. The Contractor shall provide such information to the UPRR, its officers, employees and agents, before the Contractor uses any hazardous chemicals (as defined in the HCS) in, on or about any premises or **facilities of the UPRR.**

In the event of a spill involving hazardous chemicals, the contractor must immediately contact the railroad's Employee In Charge.

- **Asbestos**

The contractor must ensure that all employees comply with OSHA's Asbestos regulations 29 CFR 1926.1101 when working with any materials known to contain asbestos. The contractor must review with the railroad's employee in charge their plan to protect all personnel from the hazards of airborne asbestos.

- **Lead**

The contractor must ensure that all employees who are exposed to lead comply with OSHA's Lead regulations 29 CFR 1926.62. Each contractor must have a program that protects its employees and others who are in or near the work site from the hazards of airborne lead. Work processes covered in this program include but are not limited to routine and emergency maintenance of bridges, buildings, overhead cranes, sand towers, tanks, scales and other steel structures with lead-based coatings.

The contractor must review with the railroad's employee in charge their plan for protecting all personnel from exposure to lead before commencing work.

- **Roadway Worker Protection**

The contractor must ensure that all Engineering Contractors comply with the FRA's Roadway Worker Protection regulations as required by 49 CFR 214.343 when they are working within 25 feet of any track. Written documentation of training and qualification must be carried by Contractor employees.

- **Fire Risk - "Hot Work"**

As referenced in this section, "Hot Work" is defined as any work activity that produces sparks or open flame. Hot Work includes, but is not limited to, use of abrasive wheels to cut or grind; thermite welding; flash-butt welding; arc welding; cadweld bonding; and use of a torch. No Hot Work shall be performed by the Contractor unless the contractor has first (1) contacted the Railroad's local supervisor to review the applicable department's "Fire Prevention Plan", and (2) determined all preventive measures to be taken based on the risk assessment. Any UPRR contractor performing Hot Work must:

- Have a copy of UPRR's applicable department "Fire Prevention Plan" in its possession.
- Have a completed Fire Risk Assessment in its possession.
- Be in strict compliance with the preventive measures required for the Hot Work being conducted and the level of fire risk identified in the risk assessment.

2.0 Clothing

The Contractor-In-Charge is responsible to ensure that all Contractor Employees will be suitably dressed to perform their duties safely and in a manner that will not interfere with their vision, hearing, or free use of their hands or feet. Specifically, the Contractor Employees must wear:

- Waist length shirts with sleeves.
- Trousers that cover the entire leg. If flare-legged trousers are worn, the trouser bottoms must be tied to prevent catching.

Contractor Employees must not wear loose or ragged clothing, neckties, finger rings, or other loose jewelry while operating or working on machinery.

3.0 Personal Protective Equipment

The Contractor-In-Charge shall require its Employees to wear personal protective equipment as specified by OSHA and Railroad rules and regulations. In particular, the protective equipment to be worn shall be:

- Hard hat that meets the American National Standards Institute (ANSI) Z89.1 latest revision. Eye protection that meets the ANSI standard for occupational eye and face protection, Z87.1 latest revision. Additional eye protection must be provided to meet specific job situations such as welding, grinding, burning, etc. During fueling operations, splash goggles or face shield with safety glasses is required and face shield must be in the down position when standing directly behind the fuel nozzle.

- Hearing protection that affords enough attenuation to give protection from noise levels that will be occurring on the job site. Hearing protection, in the form of plugs or muffs, must be worn when Contractor Employees are within:
 - 100 feet of a locomotive/Refrigeration Car or roadway/work equipment
 - 15 feet of power operated tools
 - 150 feet of jet blowers or pile drivers
 - 150 feet of retarders in use (when within 10 feet, Contractor Employees must wear dual ear protection plugs and muffs)

Safety-toed footwear that conforms to the American National Standards Institute (ANSI) must be worn while on the job. Shoes must have a defined heel and no thin soled or canvas style shoes shall be worn.

Other types of personal protective equipment, such as respirators, fall protection equipment, orange reflectorized vests, and face shields, must be worn as directed by the working conditions or area the Contractor Employees are in.

- Effective November 24, 2008, federal regulation (23CFR634) mandates that anyone working in the right-of-way of a federal-aid highway must be wearing high-visibility clothing that meets the requirements of ANSI / ISEA 107;2004 edition class 2 or 3. High-visibility clothing is defined to mean personal protective safety clothing that is intended to provide conspicuity during both daytime and nighttime usage.

4.0 On Track and Off Track Work Equipment

It is the responsibility of the Contractor-In-Charge to ensure that all on track and/or off track work equipment is in a safe condition to operate. There must be a written inspection process regarding daily, weekly and other periodic inspections for work equipment operated on Union Pacific property, including inspections mandated by FRA, AAR, OSHA and/or other government agencies. In addition to the inspection process there must be a written maintenance process that includes timelines regarding resolution of safety sensitive defects. If, in the opinion of the Railroad Representative, any of the Contractors equipment is unsafe for use, the Contractor shall remove such equipment from the railroads property. The Contractor-In-Charge must ensure that there is a written training and qualification process for operators and support personnel regarding operation of such equipment. Written documentation of training and qualification must be carried by Contractor employees. In addition:

- The operators of all work equipment must be properly trained and competent in the safe operation of the equipment. Operators must be:
 - Familiar and comply with OSHA regulations on lockout/tagout of work equipment.
 - Familiar and comply with FRA Regulation Title 49CFR214 Subpart D dealing with Roadway Maintenance Machine Safety.
 - Trained in and comply with the applicable operating rules if operating any hy-rail equipment on-track.
 - Trained in and comply with the applicable air brake rules if operating any equipment that moves rail cars or any other rail-bound equipment.

- The operators manual, which includes instructions for safe operation, must be kept with each machine.
- All self-propelled equipment is equipped with fire extinguisher and audible back-up warning device.
- Unless otherwise authorized by the Railroad Representative, all unattended equipment is parked a minimum of 25 feet from any track and minimum of 250 feet from any road crossing. Before leaving any equipment unattended, the operator must stop the engine and properly secure the equipment against movement.
- Cranes are equipped with three orange cones that will be used to mark the working area of the boom and load and the minimum clearances to overhead power lines. All overhead lines are considered to be high voltage.
- All moves are well communicated by the Contractor-In-Charge and coordinated with other Contractor Employees and the Railroad Representative at the job site. Emergency signals to stop movements may be given by anyone.
- No equipment is moved or coupled into while under any color signal protection of workmen.
- No handbrakes are released on rolling equipment unless authorized by Railroad Representative.
- No derails are applied or removed without Railroad Representative permission.
- The Contractor shall provide its own Hazardous Energy Control (Lock-out/Tag-out) procedures and devices to prevent injury to Railroad and Contractor Employees from unexpected energization, start-up, or release of stored power in machines with which they are working.
- The Contractor shall comply with all requirements of the U.S. Occupational Safety and Health Administration (OSHA) Standard 29 CFR 1910.147 on controlling hazardous energy

5.0 Working Around Live Tracks (Red Zones)

Prior to beginning work on live track the Contractor-In-Charge must notify a Railroad representative and a job briefing must be conducted with the Railroad representative. Engineering Department Contractors are governed by FRA Roadway Worker Protection regulations, referenced in 49CFR214, Subpart C, which requires some form of On-Track Safety prior to fouling any track.

Red Zones are defined as that area within an arms length of the track, or any physical position, which places the employee in a life-threatening situation. The following two rules are key to Red Zone compliance.

Alert to Train Movement

Contractor Employees must expect the movement of trains, engines, cars or other moveable equipment at any time, on any track and in either direction.

Sufficient Distance

Maintain a safe distance from equipment and DO NOT:

- Cross or step foul of tracks closely in front of or behind moving equipment or close to the end of equipment.
- Go between standing equipment if the opening is less than 100 feet.
- Cross tracks in front of or behind standing equipment unless there is at least 20 feet between the employee and the equipment.

Use three-point contact when getting on and off locomotives and cars.

In locomotive and car repair facilities where equipment has been spotted for repair, and the distance between that equipment or around the end of equipment is less than specified, Contractor Employees may go between or around the equipment provided that the equipment is under Blue Signal Protection of Workmen in accordance with GCOR Rule 5.13 and the employee knows that no movement will be made by the equipment.

These are two of many Red Zone rules that deal with moving equipment. Any questions that arise related to working in the Red Zone should be directed to the Railroad Representative.

6.0 Engineering Department Contractors Only

6.1 On-Track Safety

The Contractor is responsible for compliance with the Federal Railroad Administrations Roadway Worker Protection regulations (49CFR214, Subpart C) and UPRRs On-Track Safety rules. Under 49CFR214, Subpart C, railroad contractors are responsible for the training and qualifications of their employees on these regulations. Contractor employees must have documentation of their training and qualifications while on the work site. At a minimum, each contractor employee must be trained as a Roadway Worker. Additional training and qualification requirements for the positions of Machine Operator, Lookout or Lone Worker must be met for those contractor employees performing those functions.

In addition to the instructions contained in FRAs Roadway Worker Protection regulations, all contractor employees must:

- Maintain a distance of at least 25 feet to any track unless the railroads EIC is present to authorize movements.
- Wear an orange, reflectorized vest or similar orange, reflectorized workwear approved by the railroads EIC. (High visibility safety apparel must be worn when working adjacent to Federal highway)
- Participate in a job briefing that will specify the type of On-Track Safety for the type of work being performed. Contractors must take special note of limits of track authority, which tracks may or may not be fouled, and clearing the track. They will also receive special instructions relating to the work zone around machines and minimum distances between machines while working and traveling.

6.2 Lockout / Tagout Procedures on MofW Equipment

The Contractor -in-Charge must be aware of and Contractor Employees must adhere to applicable State, Federal and Railroad rules and regulations on lockout/tagout.

A. Lockout/Tagout Procedures During Work.

Follow these steps when servicing, maintaining, adjusting, or repairing equipment during the course of work when On-Track Safety has been established:

1. Notify the employee in charge and the equipment operators on both sides of your equipment that a lockout/tagout is in progress. Let them know where you are located and in which direction you are working, so they will know whether you are behind them or in front of them.
2. Place 1 orange cone in the center of the track at least 15 feet from each end of your equipment.
Note: Other equipment operators are required to stop when approaching an orange cone and may not proceed until it is removed.
3. Tagout the equipment according to the procedures in Section D.

4. After completing the maintenance or repair, promptly notify the employee in charge and all affected employees that you are discontinuing the lockout/tagout process.
5. Remove the cones and tags.

B. Lockout/Tagout Procedures When Equipment Is Tied Up.

When equipment is tied up on a track, follow these steps to service, maintain, adjust, or repair equipment:

1. Ensure that switches leading to the equipment have been lined against the track the equipment is on.
 - Ensure that switches are spiked, clamped, tagged, and locked to prevent movements onto that track.
 - If the switches cannot be locked, or if it is necessary to use part of the track for train or track car movements, you may protect equipment with a derail that is locked in the derailing position 150 feet or as conditions warrant in advance of the equipment.

2. Apply your scissors lock, personal padlock, and tag to these switches or derails. Note: The scissors lock allows others working on equipment to place their personal padlocks and tags to ensure their own lockout/tagout protection.

EXCEPTION: When equipment is tied up under the direct supervision of an employee in charge:

- The employee in charge may provide protection as long as he or she can prevent any movements onto that track.
- Before beginning work, the operator or mechanic must inform the employee in charge of the operator or mechanic's presence and request permission to work on the equipment.
- The employee in charge must not release the limits or allow movements onto the track until he or she communicates with all affected employees to make sure they are in the clear.

3. Place 1 orange cone on each side of your equipment.

EXCEPTION: If other equipment is within 15 feet, place the orange cones as far in advance of your equipment as possible.

4. Tagout the equipment according to the procedures in Section D. Note: If other employees are present, conduct a job briefing to discuss the lockout/tagout process being used.
5. After completing the maintenance or repair, promptly notify the employee in charge and all affected employees that you are discontinuing the lockout/tagout process.
6. Remove the cones, tags, and locks.
7. When the last lock is removed, remove the scissors lock.

C. Tagout Procedures Inside Shops

When performing service, maintenance, adjustments, or repair inside a shop, place the MW roadway machine and work equipment in a safe area and secure it according to the general tagout procedures described in Section D.

D. General Tagout Procedures.

Follow these steps to tagout equipment:

1. Apply the equipment's parking brake.
2. Test the brake to make sure it holds the equipment in position. If the brake does not hold, or if you are not sure it will hold, block the equipment to prevent any unexpected movement.
3. Lower all hydraulic components to the ground or secure them with their locking devices.
4. Mechanically secure all equipment components in a safe condition.
Note: Components must be mechanically locked or blocked to prevent any movement of the equipment or component, which could endanger workers in the area.
5. Shut down the equipment at the operator's controls.
6. Attach a railroad approved "Do Not Operate" tag at the operator's controls for each worker.
7. Remove the key from the ignition switch of engine powered equipment such as welders, light plants, small compressors, etc. If the ignition key does not remove all electrical control sources, or if the equipment does not have an ignition key switch, place the main battery switch in the OPEN position and secure the battery box. Attach a "Do Not Operate" tag. If the equipment does not have a battery disconnect switch, disconnect the battery leads and attach a "Do Not Operate" tag to the battery lead. Place as many tags as necessary to ensure that the equipment will not be started or energized unexpectedly.
8. Remove any sources of stored energy, including:
 - Electrical
 - Mechanical
 - Hydraulic
 - Pneumatic
 - Chemical
 - Thermal
 - Any other sources that may activate a component
9. Follow any special manufacturer procedures to ensure that the equipment is safe for performing maintenance or service.
10. Test the security of the tagout. If the equipment cannot be started and the components cannot be energized, you can start maintenance or service safely.

E. Unsafe Equipment

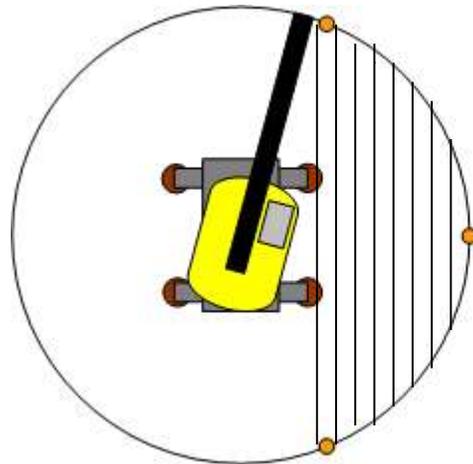
Place a red tag marked "Unsafe" on equipment that is removed from service and unsafe to use. Sign and date the tag. Only the employee who places this tag should remove it.

EXCEPTION: If the employee who placed the tag cannot be located, the employee in charge may remove the tag, but only after a mechanic thoroughly inspects the equipment to ensure it is safe to operate.

6.3 Orange Cone Policy

There are five required uses of orange cones in the Engineering Department:

1. **To mark the maximum working area of swinging equipment and its load at a stationary worksite.** This would include but is not limited to cranes, backhoes, trackhoes and trucks with knuckle, articulated or telescopic booms. The purpose of marking this working area is to remind employees from inadvertently fouling the working area where material and equipment is being handled. In addition, the cones will also serve as a visual reminder of the working area for the operator. Unless absolutely necessary (e.g. employee guiding load with a non-conducting tagline) and a job briefing with the operator has been conducted, employees are prohibited from entering this working area while the equipment is in operation. **(Note: This prohibition also applies to non-stationary worksites where cones are not required i.e. a pick and carry situation or when a piece of equipment works while moving down a track.)**



Orange cones placed at maximum working area of swinging equipment with load.

2. **To mark overhead power lines at stationary worksites per Rule 78.7.2 and where equipment with the capability to reach within 10 feet of them will be traveling / moving.** Cones used for this purpose must be equipped with a reflective sleeve (PB-21957 "Overhead Wires") that slips over the cones. If these sleeves are unavailable a flagman must be stationed by the cones to warn the operator when the boom approaches the danger zone. Additionally, per rule 78.7, Do not operate booms over power lines at any time.

Danger Zone

Rule 78.7

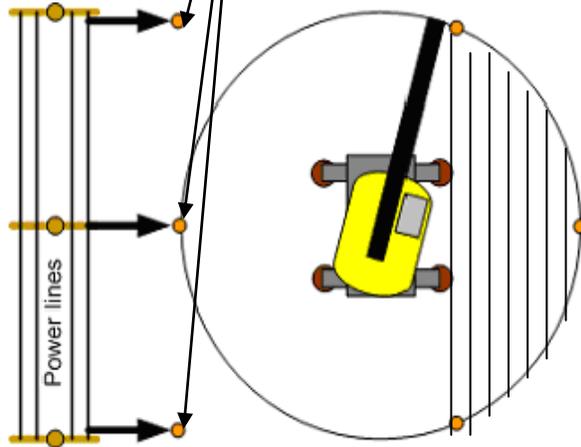
Do not operate booms over power lines at any time. Do not operate them under power lines unless proper clearance is maintained.

10 foot **Minimum** from OVERHEAD WIRES – **Minimum** Distance based on Voltage

Minimum safe working distance

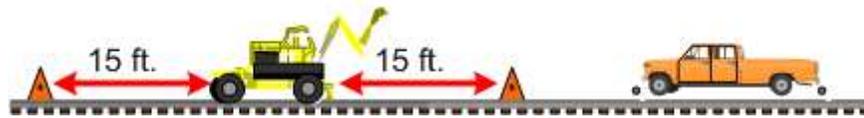
Cones with Sleeves

At least 3 orange cones with reflective sleeve labeled "OVERHEAD WIRES", placed at the required distance depending on voltage AND 3 orange cones to mark the boom / load working radius.



3. **To isolate a piece of equipment that is being worked on from other M/W equipment.** Chief Engineers Instruction Bulletin 135.3.2 (Lockout/Tagout of M/W Equipment) states:

A.2 Place one orange cone in the center of the track at least 15 feet from each end of the equipment.



4. **To protect an employee who is responding to an emergency call at a highway road crossing or who is parked foul of the traveled portion of any public road.** Chief Engineers Instruction Bulletin 137.3.3 (Emergency Work Zone Traffic Control) states:

- B. Note C: Place 3 orange emergency cones (if available) at approximately 25 foot increments behind the parked vehicle below to warn oncoming traffic. If cones are not available, use highway flagging reflectors.”

If orange cones are not available, highway flagging reflectors must be used.



NOTE: In some cases, (because of State or Local requirements) employees may be required to carry and use 7 cones with reflective collars for flagging protection.

5. **As a reminder to remove a track shunt as stated in Chief Engineers Instruction Bulletin 137.2. 3 C,4 & 5.**

4.“ The EIC places the track shunt and documents the shunt location on the track authority form to serve as an additional reminder to remove the shunt before releasing the protection. In all cases, **place an orange cone alongside the track shunt** as a reminder to remove the track shunt when the work is completed. “

5.” When the work in the approach is completed, the employee in charge removes the track shunt and the orange cone.”

Vehicles that must be equipped with orange cones

All Engineering Department vehicles, except passenger sedans, must be equipped with 3 orange cones at all times and used as described in this policy. **NOTE:** Equipment with booms will require 6 cones when working within 10 feet of power lines. Passenger sedans must carry a highway flagging kit to protect employees and vehicle at road crossings and when parked foul of a public road. Orange cones may be ordered through store stock:

For trucks less than 15,000 lbs. GVW and equipment without booms:

Item 380-0675 Cone, Safety, full skirt design, flexible, high visibility fluorescent orange, 18" high with a 6" reflective collar

For trucks greater than 15,000 lbs. GVW and all equipment with booms:

Item 380-0652 Cone, Safety, full skirt design, flexible, high visibility fluorescent orange, 36" high
OR

Item 380-0654 Cone, Traffic Safety 28", with 4" and 6" reflective collars

Item PB-21957 Reflective sleeve that fits over cones and labeled "OVERHEAD WIRES"

If you have any questions about this policy, please ask your manager, director, or manager of safety.

NOTE: Safety Rule 78.7.1 Proper Clearances and 77.4 Groundman are attached for reference.

78.7.1: Proper Clearances

If booms must be operated near energized lines, the following clearances must be maintained:

- Lines rated 50 KV (50,000 Volts) or less, minimum clearance between the lines and any part of the crane or load must be 10 feet.
- Lines rated over 50 KV (50,000 Volts) and less than 170 KV (170,000 Volts), minimum clearance between the lines and any part of the crane or load must be 15 feet.
- Lines rated over 170 KV (170,000 Volts), minimum clearance between the lines and any part of the crane or load must be 15 feet plus 1/2 inch per KV in excess of 170 KV(170,000 Volts).
- When in transit, with no load and boom lowered, the equipment clearance must be a minimum of 8 feet for voltages less than 15 KV and 10 feet for voltages 15 to 50 KV. For voltages 50 to 470 KV, the clearance must be increased 1/2 inch per KV in excess of 50 KV.

A groundman must be designated to observe equipment clearance and give timely warning for all operations when it is difficult for the operator to observe clearance.

77.4: Groundman

When a crane or similar unit is being used, when needed, the helper or supervisor in charge, must act as groundman or assign a competent person as groundman.

The groundman is responsible for directing and safe-guarding all machine movements. Before signaling boom or machine movement, the ground man must see that the load, cab or boom will not come in contact with nearby wires, structures or other objects and persons. Groundmen required to move cars or on-track equipment must be qualified on the use of their braking systems.

7.0 MECHANICAL DEPARTMENT CONTRACTORS

7.1 Fueling and Supplying/ Loading and Unloading Cars & Locomotives Red Flag Protection

Contractors fueling and supplying locomotives/cars including loading and unloading freight cars and loading or unloading at intermodal ramps shall use Red Flag protection against movement as outlined in 7.2 below.

7.2 Signs Protecting Equipment (GCOR Rule 5.14)

When a sign reading Stop Tank Car Connected; Stop-Men Working; Employees Working; Service Connections or a similar warning is displayed on a track or car, the car must not be coupled to or moved. Other equipment must not be placed on the same track in a manner that would block or reduce the view of the sign.

7.3 Blue / Red Flag Protection for Fueling and Servicing Reefers

Contractors fueling and servicing refrigerated railcars and intermodal equipment shall comply with rules governing the use of 'Red Flags' in Section 7.0 and 'Blue Signal Protection' in Section 8.0 for protection against movement and all applicable procedures and policies related to Direct to Locomotive (DTL) Fueling. Blue Signal Protection (Blue Flags) may be required in lieu of Red Flags at some locations or when servicing refrigerated equipment, as determined by the Railroad representative.

7.4 Protection of Loading and Unloading Operations (Safety Rule 83.1.3)

Contractors will follow the procedure and policy as outlined below to comply with OSHA standards:

1. Effective Lockout Protection

Line the switch away from movement or place a derail at least 150 feet (50 feet if track speed is 5 MPH) from end of rolling equipment and secure the switch or derail with an effective locking device. The derail or switch must be able to restrict access to the portion of track where work is being performed.

One Locking Device. Use one locking device if the employees being protected: Are assigned to work together as a unit under a common authority. Communicate with each other while working.

Additional Locking Devices. If more than one working group exists, the employees must communicate and apply an additional locking device to the derail or switch.

2. Red Flag.

At each lockout position, display a red flag that can be clearly seen during the day. At night, display a red light with the flag. Do not place a derail or switch in the lockout position until red flag protection is in place. Do not remove the red flag protection until lockout protection is removed.

3. Common Authority.

Common authority must be established. The person or persons in authority must:

- Communicate with all employees being protected by a red flag and lockout device.
- Control the red flag and the only keys to the lockout protection.
- Be responsible for the safety of all employees in the working area.

Do not work on the track or railroad rolling equipment until both ends of the track have a red flag and lockout protection.

- Contractors fueling Remote Control Locomotives (RCL) and/or Distributed Power Locomotives (DPU) shall also be governed by the related policies in 7.4 which also covers red flag requirements when fueling manned and unmanned DPU trains.

7.5 Cars Being Loaded or Unloaded (Safety Rule 81.17)

Personnel who load or unload cars are responsible to:

- Remove and clear platforms, boards, tank car couplings and connections, conveyers, loading or unloading spouts, similar appliances or connections, vehicles and other obstructions.
- Ensure plug-type and swinging doors on cars are closed.

- Make sure persons in, on or about cars have vacated cars before allowing switching.
- Avoid damaging lading of partly loaded cars.
- If cars are equipped with bridge plates, raise and lock the plates.

Preventing Uneven Loads. When loading or unloading cars, take precautions to prevent the load from becoming unevenly distributed which may cause the car to overturn or derail.

- Do not handle cars with improper or uneven loads if the load could shift or fall from the car or the car could derail or overturn.

7.6 Remote Control Locomotive (RCL) and Direct to Locomotive (DTL) Fueling Policy

Yards with Remote Control Locomotives (RCL's) have warning signs at each entrance to yard. RCL locomotives are also marked with decals on the car body. Policy for DTL fueling is as follows:

1. RCL locomotives will DTL fuel at designated fueling locations only.
2. DTL vendor must secure permission from a UPRR Yardmaster or local manager before fueling at yards with RCL operations.
3. DTL vendor must be informed the RCL locomotive is in manual mode by a UPRR Yardmaster, local manager or RCL operator before fueling.
4. The DTL vendor must confirm that the locomotive strobe light is not flashing before he may begin fueling.
5. DTL vendor will set red flags / red lights after receiving permission from UPRR to fuel.

At most locations, the DTL vendor notifies the UPRR when fueling is completed.

Distributed Power Locomotives (DP's) - DTL Fueling Policy

DP trains are operating in several corridors and the program will continue to expand. At several locations DTL fuel DP trains with crews on the equipment. DP fueling policy will cover manned and unmanned DP trains. Manned will be the most common scenario at this time. Locations such as North Platte, NE may have additional requirements to establish protection. This information will be issued by the Service Unit.

Manned DP Fueling Policy

1. DTL vendor must have working UPRR radio. Information to establish protection may be relayed by radio in emergency only.
2. DTL vendor will contact train ordered to fuel by radio to establish protection prior to entering the "red zone". Vendor is to use train symbol or lead locomotive number to contact the crew. Vendor should use their company name in all radio conversations. Crew will give permission to enter red zone and inform vendor the train is "set and centered". Set and centered means the air brakes are set and the locomotive reverser is centered.
3. DTL vendor can initiate fueling without setting red flags after receiving permission to enter red zone.
4. When all locomotives are fueled, DTL vendor will contact train crew and inform them the train is fueled and they are clear of the red zone.

Unmanned DP Fueling Policy

1. DTL vendor must secure permission from Dispatcher, Yardmaster or local manager before fueling.
 2. DTL vendor will set red flags / red lights at both ends of DP train prior to fueling and after receiving permission from the railroad to fuel. Prior to placing red flag protection on non-manned DPU trains the DTL vendor must secure permission and be aware of the controlling DPU locomotive. The red flag must be placed on the controlling DPU locomotive in the train.
 3. DTL vendor will remove red flags / red lights and notify the UPRR that the train is fueled.
- Contractors loading and unloading freight cars shall be governed by 7.4.

8.0 Working on Cars and Locomotives Blue Signal Protection

The Blue Signal protection rule is designed to protect the Contractor and the Contractor Employees and Railroad Employees while working on, under or between locomotives or railcars. Contractor Employees performing any task requiring the workmen to work on, under or between rolling equipment, where workmen are exposed to potential injury from rolling equipment are required to be trained in and follow the local Blue Signal Rules. Blue signal Protection is required (but not limited to) the following tasks:

- Those assigned to inspect, test, repair, or service railroad equipment or components, including brake systems.
- Troubleshooting, obtaining downloads, load testing, power testing, wheel truing, drop pit operations, use of any test equipment directly attached to the locomotive.
- Performing startup, inbound & outbound checks, and testing and card tasks.
- Opening a carbody door, electrical door or electrical panels and the vertical plane of the door or panel is broken with any part of the body other than when starting or shutting down a locomotive or servicing tools inside the carbody.
- Inspecting trucks or other components under the main frame carbody and the vertical plane is broken with any part of the body.
- Contractor Employees working on Remote Control Locomotives (RCL) will be governed by the following SALART 94-14R10:

MECHANICAL DEPARTMENT SALERT

Number: 94-14R10

SUBJECT: BLUE SIGNAL PROTECTION OF WORKERS 5.13

EFFECTIVE: 03/15/94

REVISION: 10

REVISED 12/29/05

REFER TO UPRR RULE 5.13 (BLUE SIGNAL/FLAG PROTECTION OF WORKERS), SECTION B. (HOW TO PROVIDE PROTECTION), AND C. (BLUE SIGNAL READILY VISIBLE TO ENGINEER).

ADDITIONAL TASKS REQUIRING BLUE SIGNAL/FLAG PROTECTION INCLUDE:

- TROUBLESHOOTING, OBTAINING DOWNLOADS, LOAD TESTING, POWER TESTING, WHEEL TRUING, DROP PIT UNITS OR THE USE OF ANY TEST EQUIPMENT DIRECTLY ATTACHED TO THE LOCOMOTIVE.
- PERFORMING STARTUP, INBOUNDING & OUTBOUNDING CHECKS, TESTING AND CARD TASKS.
- OPENING A CARBODY DOOR, ELECTRICAL DOOR OR ELECTRICAL PANELS AND THE VERTICAL PLANE OF THE DOOR OR PANEL IS BROKEN WITH ANY PART OF THE BODY OTHER THAN WHEN STARTING OR SHUTTING DOWN A LOCOMOTIVE OR "SERVICING" TOOLS INSIDE THE CARBODY.
- INSPECTING TRUCKS OR OTHER COMPONENTS UNDER THE MAIN FRAME CARBODY AND THE VERTICAL PLANE IS BROKEN WITH ANY PART OF THE BODY.

INDIVIDUAL TAG

- EACH LOCOMOTIVE DEPT. EMPLOYEE WILL AFFIX A BLUE ID TAG WITH HIS/HER NAME AND CRAFT TO THE BLUE SIGNALS/FLAGS. A SEPARATE RED TAG "WORKING BELOW" MAY BE CLIPPED TO THE BLUE ID TAG TO INDICATE WHO IS WORKING BELOW.
- WHEN WORK IS COMPLETED EACH EMPLOYEE WILL REMOVE THEIR BLUE TAG (S) FROM THE BLUE SIGNAL/FLAG. THE LAST EMPLOYEE TO REMOVE THEIR BLUE TAG WILL CHECK TO BE CERTAIN THAT NO OTHER EMPLOYEES ARE ON, UNDER, OR BETWEEN THE EQUIPMENT AND THEN REMOVE THE BLUE SIGNALS/FLAGS.
- MECHANICAL LOCOMOTIVE EMPLOYEES MAKING REPAIRS OUTSIDE OF A DESIGNATED FACILITY MUST APPLY A BLUE ID TAG TO THE ISOLATION SWITCH OF THE LEAD UNIT.
- WHEN BOARDING EQUIPMENT VISUALLY CHECK FOR A BLUE TAG ON THE ISOLATION SWITCH OF THE CONTROLLING LOCOMOTIVE. IF A BLUE TAG IS PRESENT, THE CONTROLS (INCLUDING THE HORN, BELL, AND ELECTRICAL SWITCHES) MUST NOT BE OPERATED UNTIL THE BLUE TAG IS REMOVED.

REMOTE CONTROL LOCOMOTIVES (RCL)

PRIOR TO PLACING BLUE SIGNAL/FLAG PROTECTION, ENSURE THAT THE REMOTE CONTROL FUNCTION HAS BEEN DISABLED.

- RCL LOCOMOTIVES (INCLUDING RCL SLUG UNITS) MUST HAVE THE REMOTE CONTROL SELECTOR SWITCH PLACED IN THE "MANUAL POSITION". WHEN APPLICABLE, THE REMOTE CONTROL AIR BRAKE ISOLATION VALVE MUST BE PLACED IN "MANUAL POSITION".

- WHEN OUTSIDE OF A DESIGNATED FACILITY ALL MECHANICAL DEPT. EMPLOYEES MAKING REPAIRS TO A REMOTE CONTROL LOCOMOTIVE (RCL) OR ROLLING EQUIPMENT ATTACHED TO RCL AND/OR RCL SLUG UNITS MUST APPLY A BLUE ID TAG TO THE REMOTE/MANUAL SELECTOR SWITCH.
- RCL EQUIPPED LOCOMOTIVES MAY BE PLACED IN REMOTE MODE UNDER BLUE FLAG PROTECTION TO SERVICE RCL EQUIPMENT/FUNCTIONS ONLY WHEN ALL OF THE FOLLOWING REQUIREMENTS ARE MET:
 1. EMPLOYEE PLACING LOCOMOTIVE IN RCL HAS BEEN TRAINED TO REPAIR AND OPERATE RCL EQUIPMENT.
 2. ALL EMPLOYEES INVOLVED ON THE UNIT AND/OR TRACK ARE JOB BRIEFED AND WARNED AGAINST POSSIBLE INADVERTENT MOVEMENT OF LOCOMOTIVE.

DISTRIBUTIVE POWER UNITS (DPU) - SERVICING OR REPAIRING

- BLUE FLAGS AND LOCKS MUST BE PLACED TO THE FRONT AND REAR OF A DPU CONSIST OR DPU TRAIN.
- BLUE FLAG WITH INDIVIDUAL TAG (S) MUST BE PLACED ON THE LEAD CONTROLLING DP UNIT OR CONSIST WHEN SERVICING OR REPAIRING CONTROLLING DP UNIT OR CONSIST.
- BLUE FLAG WITH INDIVIDUAL TAG (S) MUST BE PLACED ON THE LEAD CONTROLLING DP UNIT. ALSO, THE REMOTE CONTROLLING UNIT MUST BE FLAGGED. IF THE REMOTE CONTROLLING UNIT IS NOT IN THE REAR MOST POSITION, THE REAR MOST UNIT MUST ALSO BE FLAGGED WHEN SERVICING OR REPAIRING INTERMEDIATE DP UNITS OR REAR DP CONSIST OR UNIT.
- BLUE FLAG IS NOT REQUIRED BY LOCOMOTIVE AND CAR DEPARTMENT WHEN ONLY DOING RADIO LINKING.

MINIMUM BLUE SIGNAL REQUIREMENTS - SYSTEM STANDARD

MANAGEMENT AT EACH FACILITY MUST DEVELOP AN OUTLINE SPECIFYING HOW BLUE SIGNAL RULES AND PROCEDURES APPLY TO THAT PARTICULAR FACILITY. THIS OUTLINE MUST COMPLY AT A MINIMUM WITH BLUE SIGNAL PROTECTION AS SHOWN IN THE ATTACHED EXCEL DOCUMENT:

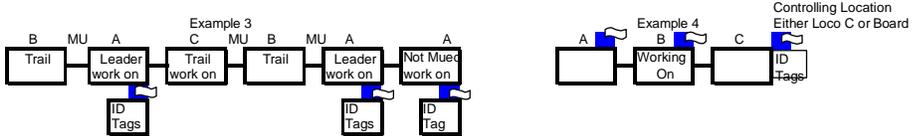
BARRY KANUCH
CHIEF MECHANICAL OFFICER

UPRR Mechanical Dept
Minimum Blue Signal Requirements - System Standard
 Attachment to SALERT 94-14R9

READY TRACKS



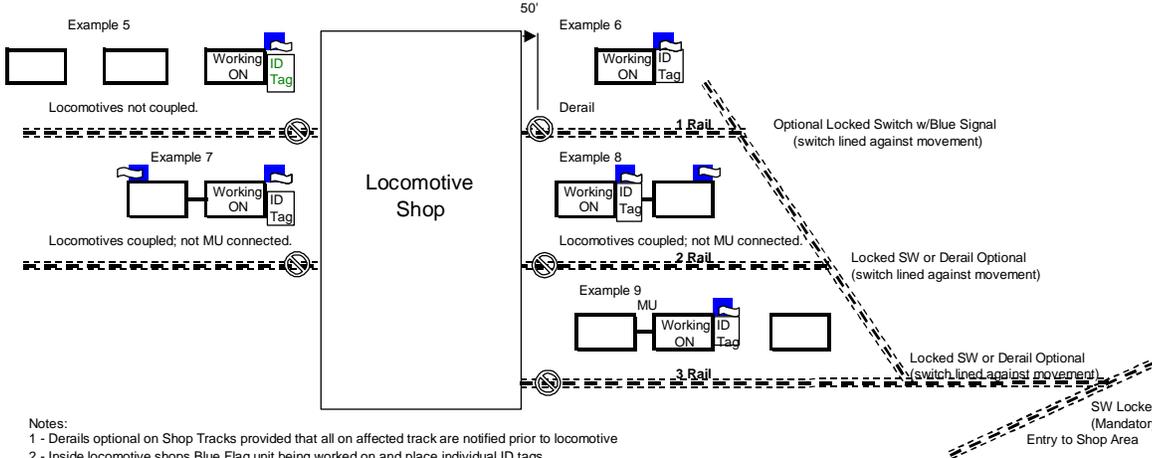
SERVICE TRACKS



coupled and mu connected controlling unit ID tagged Coupled and MU connected Units B and C set up as Trailing Units
 Units A, B, C set up as controlling units Coupled but not MU connected

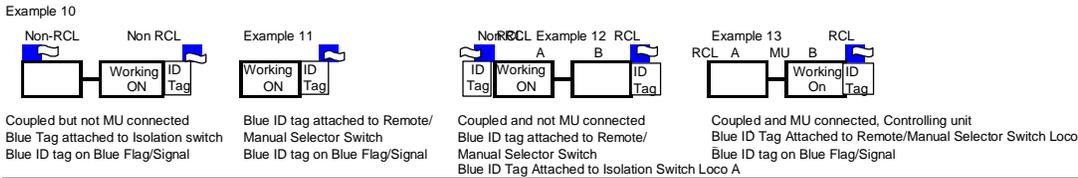
Notes: 1 - Each facility will designate the end (East, West, North, or South) of track where name tag are

SHOP TRACKS



Notes:
 1 - Derails optional on Shop Tracks provided that all on affected track are notified prior to locomotive
 2 - Inside locomotive shops Blue Flag unit worked on and place individual ID tags.

OUTSIDE DESIGNATED MECHANICAL FACILITY



General Notes:
 1 - Flag only lead locomotive in consist MU
 2 - ID tags can only be removed by individuals that placed them or their
 3 - Remote Control Locomotives (RCL) must have the selector switches on the Receiver and Air Brake Panels placed in the "Manual
 4 - RCL Slug units must be blue flagged with personal ID tags placed on the receiver panel and the blue
 5 - Shop access lead must be locked and lined away from shop if switches on shop tracks are not locked or equipped with
 6 - All yard trucks will have a copy of Blue Flagging procedures for all associated yards in that shop's
 7 - Blue Signal Procedure for Outbound Consists on Ready Tracks
 a - All units in consist will be posted so that all involved know what units will be on what
 b - All employees working consist will attached name tags to the blue flag on the outbound lead
 c - Starting in the lead unit cab and proceeding through all trailing units to setup air/electrical controls as trailing
 d - Starting at the rear of the consist make up all M.U. hose and electrical connections.
 e - After consist is properly M.U.'d the outbound work will proceed.
 f - When work is completed each employee will remove their name tag. The last employee removing their tag will remove the blue flag and return to proper storage
 8 - If in doubt take the safe route and blue flag all locomotives coupled to the locomotive on which you will be

Details of Blue Flag requirements are found in 8.1 below.

8.1 Blue Signal Protection of Workmen (GCOR Rule 5.13)

Blue Signal Protection of Workmen

This rule outlines the requirements for protecting railroad workmen who are inspecting, testing, repairing, and servicing rolling equipment. In particular, because these tasks require the workmen to work on, under or between rolling equipment, workmen are exposed to potential injury from moving equipment. As used in this rule, the following definitions apply:

WORKMEN. Railroad employees assigned to inspect, test, repair, or service railroad equipment or components, including brake systems. Train and yard crews are excluded, except when they perform the above work on rolling equipment not part of the train or yard movement they are handling or will handle.

- "Servicing" does not include supplying cabooses, engines, or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.
- "Testing" does not include an employee making visual observations while on or alongside a caboose, engine, or passenger car. Also, testing does not include repositioning the activation switch or covering the photo-electric cell of the marker when the rear of the train is on the main track. The employee inspecting the marker must contact the employee controlling the engine to confirm that the train will remain secure against movement until the inspection is complete.

GROUP OF WORKMEN. Two or more workmen of the same or different crafts who work as a unit under a common authority and communicate with each other while working.

ROLLING EQUIPMENT. Engines, cars, and one or more engines coupled to one or more cars.

BLUE SIGNAL. During the day, a clearly distinguishable blue flag, or light, and at night, a blue light. The blue light may be steady or flashing.

The blue signal does not need to be lighted when it is attached to the operating controls of an engine and the inside of the engine cab area is lighted enough to make the blue signal clearly distinguishable.

EFFECTIVE LOCKING DEVICE. When used in relation to a manually operated switch or derail, a lock that can be locked or unlocked only by the craft or group of workmen applying the lock.

CAR SHOP REPAIR AREA. One or more tracks within an area where rolling equipment testing, servicing, repairing, inspecting, or rebuilding is controlled exclusively by mechanical department personnel.

ENGINE SERVICING AREA. One or more tracks within an area where engine testing, servicing, repairing, inspecting, or rebuilding is controlled exclusively by mechanical department personnel.

SWITCH PROVIDING DIRECT ACCESS. A switch that if used by rolling equipment could permit the rolling equipment to couple to the equipment being protected.

A. What a Blue Signal Signifies. A blue signal signifies that workmen are on, under, or between rolling equipment and requires that:

1. Rolling equipment must not be coupled to or moved, except as provided in "Movement in Engine Servicing Area" and "Movement in Car Shop Repair Area" of this rule.
2. Rolling equipment must not pass a blue signal on a track protected by the signal.

3. Other rolling equipment must not be placed on the same track so as to block or reduce the view of the blue signal. However, rolling equipment may be placed on the same track when it is placed on designated engine servicing area tracks or car shop repair area tracks, or when a derail divides a track into separate working areas.
4. Rolling equipment must not enter a track when a blue signal is displayed at the entrance to the track.

Blue signals or remote control blue signals must be displayed for each craft or group of workmen who will work on, under, or between rolling equipment.

Protection Removed. Blue signals may be removed only by the craft or group who placed them. Remote control display may be discontinued when directed by the craft or group that requested the protection. When blue signal protection has been removed from one entrance of a double-ended track or from either end of rolling equipment on a main track, that track is no longer under blue signal protection.

Diagram A

B. How to Provide Protection. When workmen are on, under, or between rolling equipment and exposed to potential injury, protection must be provided as follows:

On a Main Track. A blue signal must be displayed at each end of the rolling equipment.

On Other than a Main Track. One of these three methods of protection or a combination of these methods must be provided:

1. Each manually operated switch, including any facing point crossover switch that provides direct access must be lined against movement onto the track and secured by an effective locking device. A blue signal must be placed at or near each such switch.

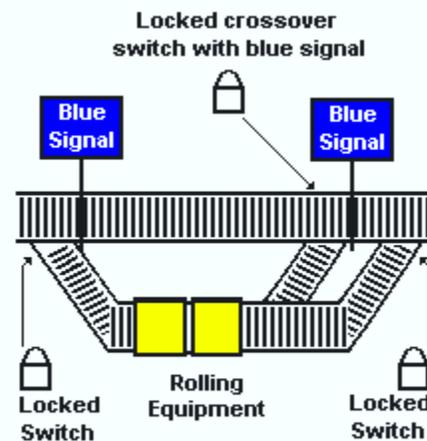


Diagram A.

2. A derail capable of restricting access to the track where work will occur must be locked in derailing position with an effective locking device and:
 - Positioned at least 150 feet from the rolling equipment to be protected.

OR

 - Positioned at least 50 feet from the end of rolling equipment on a designated engine servicing track or car shop repair track where speed is limited to not more than 5 mph. A blue signal must be displayed at each derail.

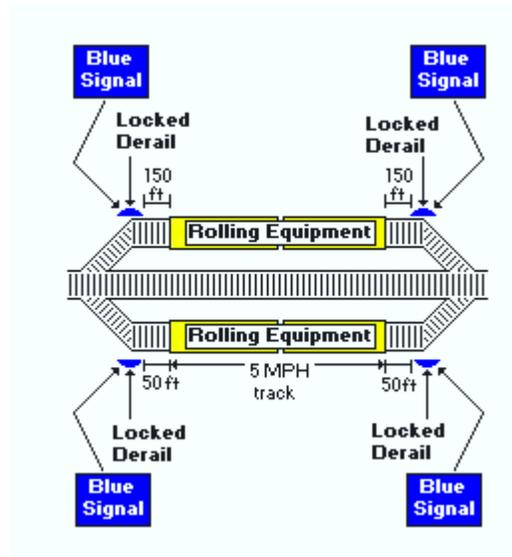
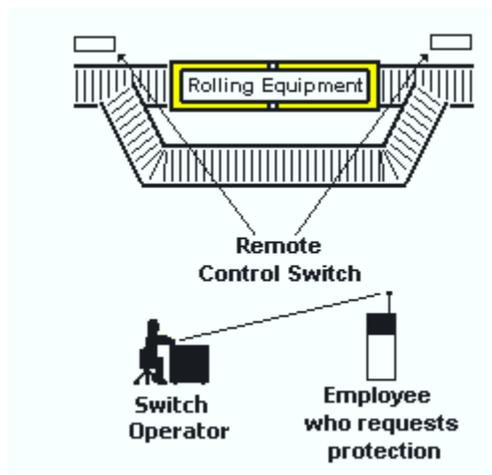


Diagram B.

3. Where remote control switches provide direct access, the employee in charge of the workmen must tell the switch operator what work will be done. The switch operator must then:
 - Inform the employee in charge of the workmen that the switches have been lined against movement onto the track and devices controlling the switches have been secured.
 - Not remove the locking devices unless the employee in charge of the workmen says it is safe to do so.
 - Maintain for 15 days a written record of each notification that includes:
 - Name and craft of the employee in charge of the workmen requesting protection
 - Identification of track involved
 - Date and time the employee in charge of workmen is notified that protection was provided
 - Date, time, name, and craft of the employee in charge of workmen who authorized removal of the protection

Diagram C



C. Blue Signal Readily Visible to Engineer

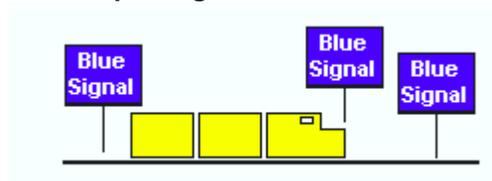
In addition to providing protection as required in On a Main Track and On Other than a Main Track, when workmen are on, under, or between an engine or rolling equipment coupled to an engine:

1. A blue signal must be attached to the controlling engine.
2. A Blue Signal must be visible to the engineer or employee controlling the engine. On engines equipped for remote control operations, the control must not be in remote and must be in manual. A blue tag must be placed on the switch governing remote/manual operation.
3. The engine must not be moved.

When a blue signal is attached to an engine, unless directed by the craft who placed the blue signal; changing controls, brake settings, turning on or off switches (except overhead cab lights) or circuit breakers or starting or shutting down the engine is prohibited.

Diagram D

D. Protection for Workmen Inspecting Markers



Blue signal protection must be provided for workmen when they are:

1. Replacing, repositioning, or repairing a marker, and the rear of the train is on any track.
OR
2. Inspecting a marker by repositioning the activation switch or covering the photoelectric cell, and the rear of the train is on other than a main track.

E. Protection for Emergency Repair Work on a Main Track

If a blue signal is not available for employees performing emergency repairs on, under, or between an engine or rolling equipment coupled to an engine, the employee controlling the engine must be notified and appropriate measures taken to provide protection for the employees.

F. Movement in Engine Servicing Area

An engine must not enter a designated engine servicing area until the blue signal protection is removed from the entrance. The engine must stop short of coupling to another engine.

An engine must not leave a designated engine servicing area unless the blue signal is removed from the engine and the track in the direction of movement.

Blue signal protection removed to let engines enter or leave the engine servicing area must be restored immediately after the engine enters or clears the area.

An engine protected by blue signals may be moved on a designated engine servicing area track only when all of the following have been done:

1. An authorized employee operates the engine under the direction of the employee in charge of workmen.
2. The blue signal has been removed from the controlling engine to be repositioned.
3. Workmen have been warned of the movement.

G. Movement in Car Shop Repair Area

When rolling equipment on car shop repair tracks is protected by blue signals, a car mover may reposition the equipment if:

1. Workmen have been warned of the movement.
2. An authorized employee operates the car mover under the direction of the employee in charge of workmen.

8.2 Remotely Controlled Switches

TITLE 49--TRANSPORTATION CHAPTER II--FEDERAL RAILROAD ADMINISTRATION, DEPARTMENT OF TRANSPORTATION PART 218--RAILROAD OPERATING PRACTICES--Table of Contents Subpart B--Blue Signal Protection of Workers Sec. 218.30 Remotely controlled switches. (a) After the operator of the remotely controlled switches has received the notification required by Sec. 218.27(c), he must line each remotely controlled switch against movement to that track and apply an effective locking device to the lever, button, or other device controlling the switch before he may inform the employee in charge of the workers that protection has been provided. (b) The operator may not remove the locking device unless he has been informed by the person in charge of the workers that it is safe to do so. [Page 192] (c) The operator must maintain for 15 days a written record of each notification which contains the following information: (1) The name and craft of the employee in charge who provided the notification; (2) The number or other designation of the track involved; (3) The date and time the operator notified the employee in charge that protection had been provided in accordance with paragraph (a) of this section; and (4) The date and time the operator was informed that the work had been completed, and the name and craft of the employee in charge who provided this information. [44 FR 2175, Jan. 10, 1979, as amended at 48 FR 6123, Feb. 10, 1983]

9.0 Contractor Emergency Work on Rolling Equipment.

Protection of Contractor Employees, when required to do emergency work and Blue Signal protection is not available is explained in the referenced regulation. The Contractor-In-Charge must notify the Railroad Representative that blue signals are not available. The rolling equipment operator at the controls must be notified and effective measures taken to protect the Contractor Employees.

9.1 Rerailing Locomotives and Cars

Before commencing rerailing or clearing operations contractor must communicate with the employee in charge at the scene to ensure that permission has been secured to occupy the right of way or job site.

Contractor must communicate with the employee in charge to obtain any information pertaining to the job site as to hazardous conditions, i.e. hazardous materials, power lines, buried pipelines, fiber optics, etc.

Contractor must communicate with the employee in charge to ensure any public or private property that might be involved is protected or secured and permission is obtained if we need to gain access to facilitate operations.

Contractor must ensure that equipment rerailed is secured from uncontrolled movement by all necessary means.

10.0 Hazardous Energy Control - Lockout / Tagout

When the Contractor or contractor employees are required to service or maintain machinery or equipment it must be in accordance with OSHA 29CFR 1910.147.